



Additional chart coverage may be found in CATP2, Catalog of Nautical Charts.  
**SECTOR 5 — CHART INFORMATION**

## SECTOR 5

### SOUTH COAST OF TURKEY—KASSAB BAY TO ALOBI BURNU

**Plan.**—This sector describes the Mediterranean coast of Turkey from Kassab Bay (Syrian border) to Alobi Burnu. It also describes the Dhodhekanisos (Dodecanese) Islands, which lie in the vicinity of Nisos Meyisti (36°09'N., 29°35'E.) and are Greek. The general descriptive sequence is N and then W.

#### General Remarks

**5.1 Winds—Weather.**—Weather observations in the extreme NE Mediterranean show widely varying wind directions with N winds predominating from November through February and S winds from March through September. Winds appear to be light to moderate with numerous calms and occasional winter gales from the NE. The direction of the winds is considerably influenced by the local topography and varies sharply from place to place.

**Tides—Currents.**—The current on the S coast of Turkey, unless affected by gales, generally sets W, with its rate increasing as the distance W from the coasts of Syria and Lebanon becomes greater. Some distance from the land the current is weak, but close in to the coast its rate is occasionally considerable.

#### Kassab Bay to Iskenderun Korfezi

**5.2 Antakya Korfezi** (Bay of Antioch) (36°00'N., 35°51'E.) lies between Akinci Burnu and Ras al Basit, 28 miles S. Its shores are fringed with rocks and shoals which extend up to 0.3 mile seaward in places.

**Kassab Bay** (35°56'N., 35°55'E.), a small coastal indentation, lies in the SE part of Antakya Korfezi. The coastal border between Turkey and Syria lies in the vicinity of this indentation 24 miles SSE of Akinci Burnu.

Anchorage can be taken in Kassab Bay in a depth of 35m, sand, about 0.4 mile offshore.

Cebeli Akra, a conspicuous peak, rises abruptly to the E of Kassab Bay. Its upper part is entirely bare and its base and ridges are thickly wooded.

Asi Nehri flows into the sea 5.2 miles NE of Kassab Bay. This shallow river leads to the town of Antakya. Anchorage can be taken in a depth of 16m, about 0.5 mile off the bar at the river mouth. This anchorage is exposed to W winds and a heavy swell is reported to set in.

Ras al Mina, a conspicuous cape, is located 6 miles NW of the mouth of Asi Nehri and can be identified by extensive ruins on its SE side. These ruins are white and are visible for some distance seaward. The cape is fronted by a small islet and several rocks.

Musa Dagi (Kocagiz Tepe), 1,281m high, stands 2.5 miles inland, 11 miles SE of Akinci Burnu. This mountain is the highest peak of a heavily wooded range, with numerous deep ravines on its W side down which streams usually run.

**Akinci Burnu** (36°19'N., 35°47'E.), the SE entrance point of Iskenderun Korfezi, is high and steep. It is the W termination of Kizil Daglar and rises to a height of 1,698m about 4 miles ESE. A main light is shown from a structure, 5m high, standing on the N part of this cape.

#### Iskenderun Korfezi (36°19'N., 35°47'E.)

**5.3** Iskenderun Korfezi, a wide and deep gulf, recedes to the NE and is entered between Akinci Burnu and Kararas Burnu (Fener Burnu), 25 miles NW. This gulf has an average width of 18 miles, with depths in excess of 50m in its central part. The large port of Iskenderun lies in its SE part.

The tides in the gulf are negligible, but S and W winds may sometimes raise the water level by as much as 0.6m. Winds from the N and E may lower it by a similar amount. During fresh winds, a strong N current has been observed in the entrance to the gulf.

Ulucinar (Arsuz), a small village, is situated 7.5 miles NE of Akinci Burnu and can be identified by a prominent white mosque and the ruins of its ancient walls. Anchorage can be taken, by small vessels with local knowledge, in a depth of 8m, sand, off the village.

**Caution.**—Iskenderun Korfezi is subject to severe and unpredictable storms.

#### Iskenderun (36°36'N., 36°10'E.)

World Port Index No. 44880

**5.4** The port of Iskenderun, consisting of an outer and an inner harbor, is protected on its E side by a range of mountains and on its W side by an extensive breakwater. In addition, three offshore berths lie close NE of the outer harbor.

**Winds—Weather.**—Winds are usually light during early winter, but may be interspersed with squally weather and N gales. In March, S and SE winds increase, with some periods of strong SW winds. In April, generally variable conditions prevail, with light winds and calm periods. The wind speed depends greatly on the local topography and varies from place to place. Light SW winds and land and sea breezes prevail from May through September. During the autumn, light and variable conditions are most general.

**Depths—Limitations.**—Depths in the approaches are in excess of 35m. A boat harbor, protected by breakwaters, lies close W of the root of the main breakwater.

The harbors provide 1,812m of total quayage with berths of 166 to 200m long and depths of 10 to 12m alongside. There are facilities for general cargo, container, bulk, and ro-ro vessels. Vessels up to 185m in length and 11.5m draft can be accommodated.

Three offshore tanker berths, consisting of several mooring buoys, are situated NNE of the harbor. They lie in depths of

12.2m and are connected to the shore by submarine pipelines. Tankers up to 195m in length and 10.9m draft can be handled.

**Aspect.**—A main light is shown from a structure standing near the shore 7 miles SW of the root of the breakwater.

A conspicuous silo, marked by a light, is situated 0.5 mile ESE of the head of the breakwater. Numerous oil tanks stand to the E and N of the harbor area and are prominent from seaward. The town, with numerous buildings, is situated WSW of the harbor area and can be easily identified.

**Pilotage.**—Pilotage is compulsory for Turkish vessels over 300 grt and all foreign vessels. Pilots can be contacted by VHF and board within 2 miles of the harbor entrance. Vessels should send an ETA, with a request for pilot, 24 hours in advance (48 hours in advance if carrying dangerous cargoes).

**Anchorage.**—The general anchorage lies in depths of 13 to 24m, mud, about 0.7 mile W of the breakwater. A designated explosives anchorage area which is best seen on the chart, lies centered 1 mile NW of the head of the breakwater.

**Caution.**—When approaching the port from the W, vessels should use caution, especially at night, as the water shoals abruptly towards the coastal points and the distance from the shore is difficult to estimate because of the high land behind it.

Sudden winds, up to 100 knots, occasionally blow off the mountains towards the harbor. These winds, though very infrequent, can occur at any time of the year.

**5.5 Sariseki** (36°40'N., 36°13'E.), a small town, stands at the foot of a deep and prominent chasm through which a river flows. A conspicuous railroad station, with a red roof, is situated on the N side of the river mouth and a mediaeval fortress, in ruins, is situated 0.4 mile SE of it.

A phosphate factory is situated close N of the river mouth and is fronted by a jetty. This jetty is 860m long and has a depth of 9m at its head.

A fueling jetty is situated 0.3 mile S of the river mouth. It is reported to have depths of 9.7m alongside and 15.9m at the head.

It is reported that a jetty, 0.4 mile long, extends WSW from a point on the shore, 1.4 miles NNW of Sariseki.

**Yakacik** (36°46'N., 36°11'E.) stands amidst groves of trees at the foot of a steep and craggy mountain. Prominent landmarks in the vicinity of the town include the ruins of a castle, a domed mosque, a walled village, a minaret, and a square tower. The old harbor, which fronted the town, is silted up and only the remains of a pier can still be seen. An outfall pipeline extends 0.4 mile SW from the shore fronting the town and is marked by a buoy.

**Isdemir** (36°44'N., 36°11'E.), a small port, lies 2 miles S of Yakacik. It serves the iron and steel works and is protected by breakwaters.

**Depths—Limitations.**—There is 620m of berthage at the inner side of the N breakwater, with depths of 12 to 18.5m alongside. A broad mole, which projects from the head of the harbor, provides 550m of berthage with depths of 8 to 10m alongside. Bulk vessels up to 150,000 dwt and 16m draft can be accommodated alongside.

A platform for iron ore imports stands 2 miles S of the S breakwater. The platform is 230m long. Vessels with a maximum draft of 10m can berth on either side of the platform.

A fuel pier is situated outside the main harbor on the N side of the N breakwater. It has a depth of 14m alongside and vessels berth stern-to.

**Pilotage.**—Pilotage is compulsory. Pilots can be contacted by VHF and board between 0.5 and 2 miles from the entrance. Vessels should send an ETA 24 hours in advance. (72 hours if carrying dangerous cargoes).

**Anchorage.**—A designated anchorage area, which may best be seen on the chart, lies centered 1.5 miles W of the harbor entrance and has depths of 24 to 37m.

**Dortyol Oil Terminal** (36°50'N., 36°14'E.) lies 8 miles N of Isdemir and consists of two offshore berths and a T-headed pier. A prominent tower and several tanks stand near the root of the pier. The town is situated 4 miles ESE of the terminal and contains a large school building, with a red roof, and a prominent minaret. A prominent water tower stands at the railroad station 2 miles W of the town.

Pilotage is compulsory. Pilots can be contacted by VHF and are provided at Botas Oil Terminal.

The pier is 50m long and has a depth of 14m at its head; vessels berth stern-to. The offshore berths each consist of three mooring buoys and are connected to the shore by submarine pipelines. The outer berth lies in a depth of 12.6m and can handle tankers up to 40,000 dwt and 220m in length. The inner berth can handle LPG tankers up to 5000 dwt.

An offshore LPG berth can accommodate vessels up to 80,000 dwt.

A designated anchorage area, which may best be seen on the chart, lies centered 1.5 miles W of the pierhead.

**Ceyhan Limani** (36°53'N., 36°56'E.), a port lying at the N end of Iskenderun Korfezi, is comprised of Botas (Golovasi) Oil Terminal and Toros Fertilizer Terminal.

**Depths—Limitations.**—Botas Oil Terminal is situated at the SW end of the port at the termination of the Iraq crude oil pipeline. Numerous storage tanks stand in this vicinity.

A jetty, 1,950m long, extends SE and SSE from the shore and provides two loading platforms with mooring dolphins. These platforms each consist of two berths.

Berth Nos. 3 and 4 have a depth of 18m alongside and can accommodate tankers up to 150,000 dwt, 300m in length, and 16.7m draft.

Berth Nos. 1 and 2 have a depth of 23m alongside and can accommodate tankers up to 300,000 dwt, 355m in length, and 21.6m draft.

Toros Fertilizer Terminal is situated at the NE end of the port and consists of two jetties.

Jetty No. 1 is 1,200m long and has a loading platform at its head with a depth of 11m alongside. It provides three berths and can handle two vessels up to 40,000 dwt and one vessel up to 1,000 dwt simultaneously.

Jetty No. 2 is 1,600m long and has facilities for bulk, general cargo, container, and ro-ro vessels. Its main platform is 187m long, with a depth of 16m alongside, and can handle two vessels up to 100,000 dwt simultaneously. The central platform is 155m long, with a depth of 12m alongside, and can handle two vessels up to 35,000 dwt simultaneously. The inner platform is 101m long, with a depth of 4.8m alongside, and can handle coasters up to 2,500 dwt.

**Anchorage.**—A designated anchorage area, which may best be seen on the chart, lies centered miles 2.5 miles ESE of the head of the oil terminal jetty.

**Pilotage.**—Pilotage is compulsory. Pilots can be contacted by VHF and board about 4 miles SE of the terminals. Vessels should send an ETA 72, 48, 24, and 4 hours in advance. Pilots are also available for Dortyol Terminal.

**Caution.**—It is reported that anchoring outside the designated areas is prohibited.

**Yumurtalik Limani** (36°45'N., 35°43'E.) is entered between Yumurtalik, a small town, and Devegecegi, a point 4.5 miles SW. This inlet recedes to the W and is sheltered from all but E and SE winds. It is very shallow in the inner reaches and has numerous lagoons lying on the W and S shores. A light is shown from Devegecegi and a beacon stands 0.3 mile ENE of it.

Yumurtalik is of little commercial importance. It is fronted by a boat harbor which is reported to have silted up. A main light is shown from a structure, 10m high, standing close NE of the town. An islet, 8m high, lies close E of the town and is surmounted by a massive building.

**Dede Dag** (36°50'N., 35°34'E.), 436m high, is a prominent peak which can easily be identified from seaward. Nur Dagı, 789m high, stands 7.5 miles NE of Dede Dag and its peak appears wedge shaped when viewed from the S.

The ruins of a tower stand on the shore 0.5 mile W of Yumurtalik. A beacon stands on Liman Burnu (Bittern Point), which is located 3.2 miles W of the tower.

Large vessels anchor in a depth of 11m, soft mud, about 0.7 mile S of Liman Burnu. Small vessels anchor in depths of 4 to 6m, soft mud, about 1 mile WSW of Liman Burnu. The holding ground is generally good, but vessels sometimes are reported to drag their anchors.

Winds from the N occasionally cause a decrease of the water level up to 0.7m within this inlet. During the winter, it is reported that NE gales sometimes commence with little warning.

**Yumurtalik Oil Terminal** (36°45'N., 35°44'E.), an offshore berth, lies 1.5 miles SE of Liman Burnu. It is connected to the shore by a submarine pipeline and consists of several mooring buoys. Tankers up to 20,000 dwt and 10.3m draft can be handled. There are no pilots, but local representatives of the oil company will board at Iskenderun and assist with berthing. Vessels are prohibited from anchoring or fishing in the vicinity of the pipeline.

**5.6 Ceyhan Nehri** (36°35'N., 35°34'E.) discharges into Iskenderun Korfezi, 12 miles SW of the SW entrance point of Yumurtalik Limani. This river is marked by high reeds along its banks and surf on the entrance bar. Depths on the bar vary, being 3 to 4.9m. The river is about 70m wide and is navigable by boats for 24 miles, but it cannot be entered during SE winds. Considerably less depths than charted may exist in the vicinity of the river mouth and vessels should give it a wide berth.

**Karatas Burnu** (Fener Burnu) (36°32'N., 35°20'E.), the NW entrance point of Iskenderun Korfezi, has low white cliffs and is easily identified from seaward. The prominent ancient ruins

of the town of Megarsus are situated 0.5 mile NNE of the cape. A main light is shown from a prominent structure, 12m high, standing on the cape.

A coast guard station, with a mast, is situated close to the light.

Karatas, a small town, stands 2.5 miles NE of the cape and contains a prominent customhouse. A minaret, with a white dome, is situated 0.5 mile SW of the town. A small craft harbor, protected by breakwaters, fronts the town and two islets lie about 0.5 mile offshore close ESE of it. Good anchorage, sheltered from strong N winds, can be taken in depths of 9 to 13m, sand, about 1 mile offshore between Ceyhan Nehri and Karatas Burnu. During the summer, anchorage can be taken in depths of 7 to 11m, white sand, about 1.4 miles E of the small harbor. Anchorage, sheltered from NE winds, can also be taken in a depth of 8m, sand and rock, about 1 mile ESE of Karatas Burnu.

## Iskenderun Korfezi to Incekum Burnu

**5.7** Between Karatas Burnu (Fener Burnu) and Deli Burnu, 24 miles NW, the intervening coast consists of a beach which rises to high sandhill. A shallow salt lake, 10 miles long, lies NNW of Karatas Burnu and is surrounded by a sandy plain.

A light is shown from a pylon, 8m high, standing on Deli Burnu. A spit extends up to 1 mile seaward of the light and should be given a wide berth.

Karadivar, a prominent village, is situated 11 miles NW of Deli Burnu and is fronted by two small harbors which are protected by breakwaters and used by fishing boats. Kazanlı, another prominent village, is situated 3 miles E of Karadivar.

A conspicuous white monument, with a silvery dome, stands 2.5 miles NE of Karadivar. Several tanks, a flare, and a radio mast are situated at a refinery 0.8 mile NE of Karadivar and are all prominent from seaward.

## Mersin (36°48'N., 34°38'E.)

World Port Index No. 44860

**5.8** Mersin, a large port, lies at the head of Mersin Korfezi, 2 miles W of Karadivar. The harbor is protected by extensive breakwaters.

**Winds—Weather.**—High winds, occasionally reaching gale force, are frequent during the winter. Morning fogs occur often during the summer, but rarely affect vessel traffic.

**Tides—Currents.**—The tidal rise is negligible, being only 0.3m at springs. Winds from the S and W may raise the water level by as much as 0.6m, while winds from the N and E may lower it by a similar amount.

Winds from the SW and E often produce strong currents within the port.

**Depths—Limitations.**—The harbor fairway has a dredged depth of 12.2m. There is 3,140m of total quayage, with berths of 175 to 502m long and depths of 6 to 12m alongside. In addition, an oil pier is situated in the E part of the harbor and has two berths, 350m long, with depths of 12 to 13m alongside.



OVACIK BURNU, BEARING 225°, DISTANT 14.3 MILES

Generally, vessels of any length can be accommodated provided that they do not exceed the drafts specified in the port regulations. Tankers up to 280m in length can be handled.

**Aspect.**—The town is prominent and contains several high-rise buildings. Conspicuous landmarks include a minaret standing 1 mile NW of the head of the SW breakwater; a factory with two chimneys situated 1.1 miles NE of the minaret; and several silos standing 1 mile N of the head of the NE breakwater.

A main light is shown from a prominent structure, 15m high, standing 0.3 mile SW of the root of the SW breakwater. Two lighted buoys are moored about 0.7 mile SE of the harbor entrance and mark the approach channel. A lighted range, which may best be seen on the chart, indicates the fairway leading to the inner part of the harbor.

**Pilotage.**—Pilotage is compulsory for vessels over 500 grt. Pilots can be contacted by VHF and generally board near the harbor entrance. Tankers are boarded to seaward of the fairway lighted buoys. Vessels should send an ETA with a request for the pilot 24 hours in advance (48 hours in advance if carrying dangerous cargoes).

**Regulations.**—The following are extracts from the port regulations:

1. Between 16 December and 15 March, cargo vessels with drafts of more than 9m, or tankers with drafts of more than 12.2m, are not allowed to enter or leave the harbor. Between 16 March and 15 December, the restrictions are 9.5m for cargo vessels and 12.5m for tankers
2. Vessels exceeding 500 tons, having entered the harbor and awaiting a berth, may anchor close to the SW breakwater. Vessels of less than 500 tons may anchor off the berths in the SW part of the harbor
3. Vessels with drafts of more than 7m within the harbor, or 9m within the entrance channel, are forbidden to use their engines. Vessels with less draft may do so, but only for very slow speeds. Vessels exceeding 1,000 tons must not use their engines within 50m of any wharf or quay. Vessels of more than 1,000 grt must employ one tug; vessels of more than 4,000 grt must employ two tugs; and vessels of more than 15,000 grt must employ three tugs.

**Anchorage.**—Three anchorage areas, including an explosives anchorage and the quarantine anchorage, are located in Mersin Korfezi, and are best seen on the chart.

**Caution.**—Anchoring prohibited areas, which may best be seen on the chart, lie in the vicinity of the harbor entrance near the seaward side of the NE breakwater, and extend up to 4 miles SSW from the vicinity of the main light.

A military base lies in the NE part of the inner harbor within a prohibited area.

An outfall pipeline extend 0.5 mile SSE from the elbow of the SW breakwater and is marked by a lighted buoy.

A submerged breakwater extends W from the elbow of the SW harbor breakwater to the shore.

A dumping ground area, which may best be seen on the chart, lies at the outer side of the NE breakwater.

It is reported that an SPM, with a dangerous wreck close N of it, is moored about 2.3 miles SE of the harbor entrance.

**5.9 Ayaskahvesi** (36°30'N., 34°10'E.), the site of an ancient city, is now a mere collection of huts. Several ruins are situated along the coast in this vicinity including a conspicuous aqueduct, 6 miles long.

Two conspicuous ruined castles stand near the coast at Korghos, 3.8 miles SW of Ayaskahvesi. The N castle is the larger and is situated on a point on the mainland which is fronted by a small pier. The other castle, with two towers, surmounts an islet which lies close offshore, 0.5 mile SSW of the point.

Persenti (Susanoglu), an ancient town, stands at the head of a bay, 4 miles SW of Korghos. The town is surrounded by extensive ruins and is fronted by a pier.

Goksu Nehri (Goksu Irmagi) flows out with a strong current 7 miles SSW of Persenti, and its muddy course is usually sharply defined.

**Caution.**—An area, within which measuring instruments are moored, lies off the coast 8 miles NE of Ayaskahvesi and may best be seen on the chart.

Submarines frequently exercise in the waters off the coast between Iskenderun Korfezi and Incekum Burnu.

## Incekum Burnu to Antalya Korfezi

**5.10 Incekum Burnu** (36°14'N., 33°57'E.) is the extremity of a long projecting low point of sand which is fronted by foul ground. Shoal patches, with a least depth of 7m, lie up to 2.3 miles SSW of the point and it should be given a wide berth. A main light is shown from a structure standing on the E side of the point, 2 miles NNE of its S extremity.

The coast for 5 miles NNW of Incekum Burnu is fringed by numerous overfalls and shifting shoals and should be given a wide berth.

Tasucu Korfezi, a fairly large bay, is entered between Incekum Burnu and Ovacik Burnu, 14 miles SW. The E shore of the bay is mostly low and is bordered by sand dunes, whereas the W shore is high and steep.



KIZIL BURNU, BEARING 078°, DISTANT 12 MILES

**Tasucu** (36°19'N., 33°53'E.) (World Port Index No. 44850) lies at the head of the bay and serves as the port for Silifke, a town situated 4 miles N. A prominent mosque and a chimney stand in Tasucu, which is fronted by two small harbors, protected by breakwaters.

The W harbor has depths of 1 to 6m and is used by small ferries. A jetty extends SSW from the outer W end of the S breakwater. It is 140m long and has a depth of 8m at the head.

The E harbor has a quay, 163m long, with depths of 5 to 7m alongside. It can accommodate vessels up to 8,000 dwt.

Anchorage is obtainable in the N part of Tasucu Korfozi, on either side of the fairway.

**Dana Adasi** (36°11'N., 33°47'E.), an island, lies in the SW part of Tasucu Korfezi, 5 miles NE of Ovacik Burnu. This island has numerous ruins on its NW side and rises to a height of 274m near its SW end. A light is shown from a structure, 4m high, standing on the NE extremity of the island. A steep-to rock, awash, lies 0.5 mile WSW of the SW extremity of the island.

**Ovacik Burnu** (36°08'N., 33°41'E.) is the S extremity of a promontory, 151m high, which is connected to the mainland by a low and narrow isthmus. Small bays are formed on either side of this isthmus. It is reported that a main light is shown from a structure standing on this point.

**5.11 Soguksu Limani** (36°08'N., 33°19'E.) lies 19 miles W of Ovacik Burnu. The coast between is indented by three small bays which are separated by two promontories, Ada Burnu and Sancak Burnu. The village of Ovacik stands at the head of the E bay.

Anchorage can be taken in a depth of 20m, about 0.7 mile off Ovacik, but this roadstead is exposed to winds from between the SSE and WSW.

Soguksu Limani is a small and secure inlet with depths of 2 to 7m. A village stands on its NW side and is fronted by a small jetty. Small vessels with local knowledge can obtain shelter within this inlet.

**Kizil Burnu** (36°04'N., 33°05'E.), the S extremity of a small peninsula, is bold and 193m high. A high hill, surmounted by a castle, stands 5 miles WNW of this point and dominates a pier and village, both in ruins.

**Anamur Burnu** (36°01'N., 32°48'E.), the E entrance point of Antalya Korfezi, is bold and steep. A main light is shown from a prominent structure, 10m high, standing on the cape.

A village and the ruins of an ancient city are situated in the vicinity of the cape. A hill, 318m high, stands 1 mile NNW of the cape and its summit is surmounted by two conspicuous domes.

Anchorage can be taken in a depth of 18m, about 0.7 mile ESE of the light. The bottom is formed of fine sand with good holding ground. During E and N winds, the sea breaks heavily in this anchorage. During W winds, small vessels can anchor off the E side of the cape in a depth of 14m.

## Antalya Korfezi

**5.12 Antalya Korfezi** (36°30'N., 31°00'E.), a wide and deep gulf, lies between Anamur Burnu and Yardimci Burnu (Taslik Burnu) (36°13'N., 30°24'E.), 116 miles W. Its E and W sides are bounded by parallel ranges of the high Taurus Mountains.

The seaward approaches to the gulf are mainly clear, the only dangers being several inshore islets lying close off the W side. A dangerous wreck was reported to lie about 1.5 miles offshore, 9.5 mile of W of Anamur Burnu.

Antiochia, the site of extensive ruins, is located 19 miles WNW of Anamur Burnu. Bright lights are sometimes visible from the mines situated along this section of the coast.

**Selinti Burnu** (36°14'N., 32°19'E.) is located 28 miles WNW of Anamur Burnu. A light is shown from a pylon, 8m high, standing on the point.

Gazipasaan, an ancient city in ruins, stands 2 miles N of the light near a point formed by cliffs, 175m high. It can be identified by a large mausoleum, surrounded by 110 columns, which is situated near the mouth of a small stream.

**Alanya** (36°32'N., 32°00'E.) (World Port Index No. 44825), a small town, stands on the E side of a promontory, 230m high, and is fronted by a harbor. Dildarde Burnu, the SW extremity of the promontory, is bordered by dark red cliffs. A light is shown from a structure, 6m high, standing on this cape and a prominent tower stands 0.5 mile NNE of it.

A castle surmounts a high ridge which extends SW from the cape. A pier in the harbor provides four berths with depths of 8 to 12m alongside. Lighters are available to handle larger vessels at the anchorage. Anchorage can be taken E of Dildarde Burnu. A good berth is in a depth of 11m, about 0.6 miles E of the prominent tower. Shelter is provided from N and W winds. During the winter, strong S winds, heavy surf, and poor holding ground are reported to render this roadstead untenable and caution is advised.

**Kara Burnu** (36°39'N., 31°40'E.), a cliffy point, is covered with dark trees and can easily be identified. Figla Burnu is located 5 miles SE of Kara Burnu and is fronted by a small islet and several rocks. The ruins of an ancient city stand on this point.

**Selimiye** (36°46'N., 31°23'E.), an ancient town, stands on a promontory which extends 0.5 mile WSW from the coast and is marked by a light.

The muddy discharge from a river, which flows into the sea 5.5 miles SE of Selimiye, is usually visible for several miles offshore. The mouth of this river is not visible, but a large gap in the mountains through which the river passes can be identified from seaward.

**Baba Burnu** (36°51'N., 30°45'E.), located 4 miles SE of Antalya, can be identified by its conspicuous overhanging

cliffs. A main light is shown from a structure, 6m high, standing on this point. The ruins of an ancient town and harbor are situated 2 miles E of the light.

### Antalya (36°53'N., 30°42'E.)

World Port Index No. 44820

**5.13** Antalya, a large town, is situated at the head of Antalya Korfezi and is fronted by an old harbor. It is built on cliffs, 30m high, and is surrounded by a ancient ditch and a rampart with numerous towers. This old harbor is small and is mostly used by yachts and small craft.

A new commercial harbor is situated 5 miles SW of the town and is protected by two curved breakwaters.

**Winds—Weather.**—In summer, moderate winds blow from the N and W. In autumn and winter, winds up to force 6 blow at reasonably frequent intervals from between the S and ESE. Winds from the S can make the anchorage uncomfortable and strong S and ESE winds are reported to bring swells into the harbor.

**Tides—Currents.**—The tidal rise is negligible, but S and SW winds may raise the water level by as much as 0.6m. Winds from the N and NE lower it by a similar amount.

**Depths—Limitations.**—The main commercial quays have dimensions, as follows:

Berth	Length	Depth	Cargo
1	150m	8.6-9.0m	Minerals.
2/3	162m	11.0m	Fish.
4	35m	8.4m	Ro-ro.
5/6	290m	7.1-9.8m	General cargo.
7	170m	9.5m	Aluminum.
8	170m	9.8m	Passengers.
9/10	340m	8.9-10.2m	Passengers/general cargo.
11/12	210m	8.1-8.9m	Bulk cargo.

Vessels up to 9.5m draft can be accommodated.

Two offshore tanker berths are situated 0.4 mile offshore, 2 miles NE of the entrance to the new harbor. These berths consist of several mooring buoys and are connected to the shore by submarine pipelines.

**Aspect.**—A conspicuous minaret stands in the center of the town.

Several prominent storage tanks stand near the coast, 3 miles NE of the new harbor, and a prominent tower is situated 5.2 miles N of them.

**Pilotage.**—Pilotage is compulsory for all foreign vessels and Turkish vessels over 300 grt. Pilots can be contacted by VHF and board about 0.3 mile NE of the breakwaters. Vessels should send an ETA 24 hours in advance.

**Anchorage.**—Good anchorage can be taken in a depth of 35m, about 0.4 mile ESE of the outer breakwater head of the new harbor.

An explosives anchorage area, best seen on the chart, lies SE of Sican Adasi

**Caution.**—A restricted area, which may best be seen on the chart, lies in the vicinity of a quay which is used by the

military. Entry into this area is prohibited without prior permission.

Submarines frequently exercise within Antalya Korfezi.

**5.14 Sican Adasi** (36°48'N., 30°36'E.) lies about 0.4 mile offshore, 1.8 miles SSW of the new harbor at Antalya. This island is 74m high and prominent.

**Av Burnu** (Koca Burnu) (36°36'N., 30°35'E.), a high and bold cliff, rises to a hill, 302m high, and is fronted by foul ground. A main light is shown from a structure standing near the N extremity of this cape. A shallow rock, fringed by shoals, lies about 0.7 mile offshore, 1.2 mile NW of the cape and is marked by a light. A marina, protected by breakwaters, lies 0.8 mile W of the cape.

Two remarkable brown rocks, 100m high, are located 2 miles SSE of Av Burnu.

Ucadalar lies about 2 miles offshore, 8 miles SSW of Av Burnu. It consists of a group of several islets up to 23m high, which are surrounded by reefs.

Cavus Burnu, located 7.2 miles SSW of Ucadalar, is fronted by a small and barren islet. Cineviz Adasi (Karaca Yarimadasi), located 2 miles NW of Cavus Burnu, is a small peninsula, formed by white cliffs, which has a cove on each side of the isthmus connecting it to the mainland.

Kucukcavus Burnu, the S entrance point of a small bay, is located 3 miles SW of Cavus Burnu. A main light is shown from a structure, 10m high, standing on this point. Small vessels with local knowledge can find shelter within the bay.

**Sulu Ada** (36°14'N., 30°29'E.), a rugged and bare island, lies 1.2 miles offshore, 3.6 miles S of Kucukcavus Burnu. It is 165m high and is surrounded by reefs. A natural archway through the island can be used by boats.

**Yardimci Burnu** (Taslik Burnu) (36°13'N., 30°25'E.), the W entrance point of Antalya Korfezi, is the S end of a steep-to promontory. A main light is shown from a structure, 9m high, standing on this point. Besadalar, a group of four islets, lies between 0.5 and 2.5 miles S of the point.

The current off the point generally sets to the W at a rate of 1 knot, but large variations in rate and direction have been observed.

### Antalya Korfezi to Fethiye Korfezi

**5.15 Finike Korfezi** (36°16'N., 30°16'E.), an open bay, is entered between Yardimci Burnu (Taslik Burnu) and Bunda Burnu, 14 miles WNW. A small inlet lies on its E side and the town of Finike stands on its W side.

**Finike** (36°18'N., 30°09'E.), a small harbor, fronts the town and is protected by two moles. A jetty, 80m long, has depths of 3 to 5m alongside and is used by coasters, ferries, small craft, and yachts with local knowledge. Anchorage can be taken in depths of 37 to 53m, about 0.2 mile off the town. A light is shown from a prominent structure, 30m high, standing 1 mile S of the town. A radiobeacon is situated at the light.

Bunda Burnu, the W entrance point of the bay, rises inland to high, towering, and snow covered peaks. A castle, in ruins, stands on Kum Burnu, a point located 6 miles WSW of Bunda Burnu.

**Gokkaya Limani** (36°12'N., 29°55'E.), a small open bay, is surrounded by high and rugged mountains. It is entered between Kum Burnu and Kekova Adasi, an island to the WSW. Light draft vessels, with local knowledge, can shelter in this bay, but the holding ground is poor.

**Kekova Adasi** (36°11'N., 29°53'E.), a long island, is separated from the mainland to the N by a narrow passage. This island is 183m high and lights are shown from its E and W extremities. Anchorage can be taken in the narrow passage in depths of 7 to 42m, good holding ground. The most convenient berth for large vessels is about 0.3 mile from the mainland and about 1.7 miles NE of the SW extremity of the island. Anchorage can be taken within the inlets lying to the W of Kekova Adasi by small vessels with local knowledge.

The coast between Kekova Adasi and Ulu Burnu, 8 miles WSW, is fronted by a long and narrow peninsula. Ic Ada, a small islet, lies off the SW extremity of this peninsula, 3 miles E of Ulu Burnu. The bay lying N of Ic Ada appears to be deep, but has only been partially examined.

**5.16 Kolpos Kastellorizon** (36°07'N., 29°37'E.), a small gulf, is bordered by Ulu Burnu and several islets lying to the SW, by the Vathi Peninsula to the N, and by Nisos Meyisti to the W. Several channels lead into the gulf, the best being Vathi Channel, which passes between the Vathi Peninsula and Nisos Meyisti.

Two bays lying at the head of the gulf and E of the Vathi Peninsula provide anchorage. The N bay is frequented by small coasters with local knowledge. The S bay is more sheltered, but has very deep depths.

**Vrakhonisis Strongili** (Nisis Strongili) (36°07'N., 29°38'E.) is the outermost of the chain of small islands, islets, and rocks which extend SW from Ulu Burnu. This island is 197m high and steep-to. A main light is shown from a prominent structure, 10m high, standing near its SW end.

**Nisos Meyisti** (36°09'N., 29°35'E.), the largest island in the gulf, lies 4 miles W of Ulu Burnu. This island rises to a height of 273m and is marked by a light on its N extremity. Anchorage is provided to vessels with local knowledge in depths of 6 to 13m within Limin Kastellorizon, a roadstead, on the NE side of the island.

Two groups of islands and rocks, with a least depth of 10.1m between them, lie midway between the NE side of Nisos Meyisti and the mainland. Besmi Adasi, an above-water rock, lies in the middle of the passage which leads between the above group of islands and rocks and the dangers extending E from Nisos Meyisti.

**Meyisti** (Kastellorizon) (36°09'N., 29°37'E.) (World Port Index No. 43225), a small inlet, lies in Limin Kastellorizon on the NE side of Nisos Meyisti and forms a sheltered harbor. This harbor is entered through a narrow channel which has depths of 6 to 12m in its central part. Cargo may be worked by lighters at the confined anchorage within the harbor. Local knowledge is advisable.

**Port Vathi** (36°12'N., 29°40'E.), an inlet, lies between the mainland and Cukurbag Yakimadasi, which extends 2.7 miles WSW and terminates in Ada Burnu. This inlet, which forms a sheltered harbor, is 0.2 mile wide and has a least depth of 9m in its outer part and a least depth of 12m in its inner part. Anchorage can be taken by vessels with local knowledge in a

depth of 12m at the head of the harbor. Shelter is provided, but at times NE winds of great force blow down from the mountains.

**5.17 Nisis Ro** (36°09'N., 29°30'E.), located 3.5 miles W of Nisos Meyisti, is steep-to on all except its E side, which is fronted by two small islets. An inlet, lying on the S side of this islet, has depths of 10 to 15m and provides suitable shelter for small vessels up to 300 tons with local knowledge.

Kormenli Adasi, an islet, lies 2.4 miles NE of Nisis Ro and is 30m high. Several low and steep-to rocks lie 1 mile SSE of this islet.

**Yali Burnu** (36°14'N., 29°21'E.) is the W entrance point of Yali Limani. Catal Adalar, marked by a light, lies 1 mile S of the point and is the outermost of the islets in this vicinity. A prominent television mast is reported to stand 2.5 miles N of the light. Yali Limani is open to the S and has considerable depths in its inner reaches. This bay provides indifferent anchorage with poor holding ground. The town of Kalkan stands on its NE shore and is fronted by a small craft harbor.

Ince Burnu, the E entrance point of Yali Limani, is located 3 miles E of Yali Burnu. Heybeli Ada, an islet, lies 2 miles SE of the point and is the outermost danger.

**Yedi Burnu Basi** (36°24'N., 29°07'E.), high and bold, is the N cape of Yedi Burnunlar. Kotu Burnu, located 1 mile S of this cape, is marked by a light. Yedi Burnunlar consists of seven capes. These capes are the outer extremities of the spurs projecting from Sandak Dagı, a range of high and rugged mountain, which stand parallel to the coast close 7 miles inland. Zeytin Burnu, the S cape, is located 7 miles SE of Yali Burnu Basi.

**Ilbiz Burnu** (36°33'N., 29°01'E.), the high W extremity of an irregular shaped peninsula, is the E entrance point of Fethiye Korfezi. A main light is shown from a structure standing on the point. The intervening coast between Yedi Burnu Basi and Ilbiz Burnu is indented by several small inlets and coves which are of little commercial significance.

## Fethiye Korfezi

**5.18 Fethiye Korfezi** (36°40'N., 29°00'E.), a large gulf, is entered between Ilbiz Burnu and Kurdoglu Burnu, 8.5 miles WNW. The depths in the entrance to the gulf are deep and clear, but the inner reaches are encumbered by numerous islands and sunken dangers lie on the N and W sides.

The E coast of the gulf between Ilbiz Burnu and Sahin Burnu, 5 miles NNE, is indented by two small open bays which are backed by high and bold cliffs. The projection which separates these two bays rises inland to a prominent peak, 529m high.

Kurdoglu Burnu, the W entrance point of the gulf, is fronted by rocks. It is the S extremity of a rugged peninsula which rises close N to Kapu Dag, a peak, 472m high. Between this peninsula and a point, 5.2 miles NE, the W coast of the gulf is fronted by numerous islands and shoals which are intersected by deep passages. There are no harbors of any commercial importance in this vicinity.

**Peksimet Adasi** (36°34'N., 28°50'E.) lies 1.7 miles SW of Kurdoglu Burnu. This small islet is 26m high and steep-to, but



irregular depths lie between it and the mainland. A main light is shown from a structure, 8m high, standing on this islet.

Skopea Limani, a small bay, lies along the W side of the gulf, 5.3 miles NNE of Kurdoglu Burnu. The depths in this bay are too deep to provide anchorage.

An ore loading facility is situated within Kocek Limani, a small and sheltered inlet lying in the NW inner corner of the gulf. Vessels loading ore moor with their sterns secured to a wharf. The wharf is reported to be 125m long with depths of 9 to 11m alongside.

**Fethiye** (36°38'N., 29°06'E.) (World Port Index No. 44810), an ore port, lies in a small bay on the SE side of the gulf. This bay, although low and marshy on its E side, provides complete shelter. Several islands lie in the approach to the bay, which is deep, and protect it from the W.

There is a pier, 193m long, which has depths of 10 to 11m alongside and can handle vessels up to 15,000 dwt. Another pier, 127m long, has depths of 1 to 4m alongside and is used by small craft and yachts. Anchorage is provided in depths of 12 to 18m, mud and sand, within the bay. A shallow bank fronts the E shore of the bay and is marked by lighted buoys. It is reported that pilotage is not compulsory, but can be arranged from Izmir (38°26'N., 27°08'E.) if required.

## Fethiye Korfezi to Alobi Burnu

**5.19 Disbilmez Burnu** (36°42'N., 28°38'E.), a bold cape, rises steeply to a summit, 337m high. The intervening coast between Kurdoglu Burnu and this cape is indented by three deep and exposed bays.

Akca Burun, a prominent point, is located 4.7 miles NW of Kurdoglu Burnu. Eren Tepe, 556m high, stands 2.5 miles E of this point. This conspicuous peak is the S summit of a mountain range which extends to the N.

Nar Adasi, an islet, lies 2.1 miles SW of Akca Burun. It is 32m high and steep-to.

A prominent brick pyramid surmounts the summit of Baba Adasi, an islet, which lies about 0.5 mile offshore, 3.2 miles E of Disbilmez Burnu. A light is shown from a pylon, 8m high, standing near the pyramid.

**Koycegiz Limani** (36°48'N., 28°35'E.), an open bay with considerable depths, provides safe anchorage for small vessels in its upper reaches. It is entered between Delikada, an island lying close S of a point, and Kizil Burun, 2.7 miles WSW. A light is shown from tower, 6m high, standing on the island. The conspicuous walls and tombs of an ancient ruined city stand 2 miles inland and on the W bank of a river which discharges into the bay close NE of Delikada.

Good anchorage can be taken during the summer in depths of 5 to 16m, sand and mud, off Delikada.

**Karaagac Limani** (Karaagac Korfezi) (36°50'N., 28°27'E.), an extensive inlet, is entered between Kukuc Burnu, located 1.9 miles W of Kizil Burun, and Turnali Burnu, 4.6 miles W. Secure anchorage is obtainable in depths of 18 to 46m, good holding ground, within this inlet.

Yilancik Adasi lies in the approaches to the inlet, 1.8 miles SE of Turnali Burnu. This island is 100m high and steep-to. A

light is shown from a structure, 7m high, standing on the summit of the island. Yilancik Bank, with a least depth of 29m, lies about 1.5 miles SSE of the island.

It is reported a pier is under construction and extends from the main wharf in a N direction with depths between 10.9 to 13.7m.

The pilot is reported to board inside Karaagac Korfezi inlet.

**Caution.**—A restricted area, which may best be seen on the chart, lies in the approaches to Karaagac Limani and extends up to 2.5 miles S of Kukuc Burun. Anchoring, trawling, diving, and landing are prohibited within this area.

Karaagac Limani lies within a prohibited area which may best be seen on the chart. Entry is limited to special traffic only and prior permission must be obtained.

Turnali Kayasi (Edmonds Rocks), with a least depth of 1.8m, lies about 1 mile SW of Turnali Burnu. The sea usually breaks over this shoal patch.

**5.20 Marmaris Limani** (36°50'N., 28°17'E.), an extensive inlet, is entered between Turnali Burnu and Kadirga Burnu, 6 miles SW. It recedes NW for 6.8 miles and the small town of Marmaris stands at the head. A main light is shown from a structure, 12m high, standing on Kadirga Burnu.

Yildiz Adasi, a large peninsula, lies across the entrance and is connected to the E shore by an isthmus of shingle, about 75m wide. This peninsula is covered with pine trees and the ruins of a fortress stand on its summit which is 360m high. A light is shown from the NW extremity of this peninsula.

The channel leading to the W of Yildiz Adasi is divided into East Pass and West Pass by Keci Adasi, an irregular shaped small island. This island is 184m high and the ruins of a fortress stand on its W side. A light is shown from a structure, 12m high, standing on an islet which lies close S of the S extremity of Keci Adasi.

East Pass, the preferable channel, has a least width of 0.4 mile between the fringing shoals. The fairway is deep and clear.

West Pass is tortuous and is encumbered by Karga Adasi, an above-water danger, which lies in the middle of the S part of the channel. The fairways leading to the E and N of Karga Adasi are deep and clear.

**Marmaris** (36°51'N., 28°16'E.), a small town, stands on a rocky eminence at the head of the inlet and is fronted by a small harbor. A conspicuous minaret stands in the N part of the town and a prominent red mound, 66m high, is located close N of it. A conspicuous hotel stands 1.7 miles SW of the town.

There is a pier, 462m long, with a depth of 12m alongside which is used by large passenger vessels. In addition, there is an extensive marina. The harbor can be contacted by VHF and local pilots are available. It is reported that pilotage is compulsory for all foreign vessels and Turkish vessels over 300 grt. Vessels should send an ETA 24 hours in advance.

**Caution.**—An anchoring and fishing prohibited area, which may best be seen on the chart, lies in the vicinity of East and West Pass.

**5.21 Alobi Burnu** (Alaburun) (36°33'N., 28°01'E.), bold and steep-to, is the outer extremity of the peninsula which extends SW from Kadirga Burnu. This point is fronted by sunken rocks and should be given a wide berth. A main light is

shown from a framework tower, 10m high, standing on the point.

The above section of coast forms the SE side of a long and narrow peninsula which projects SW from the mainland of Asia Minor and separates Sombeki Korfezi, to the N, from the passage leading N of Rodhos. The coast is steep, rugged, and is fronted by several islets. It rises inland to a high range of mountains. Numerous ancient and medieval ruins are found on this peninsula.

Pirnarbuku and Serce Limani are two bays lying 4.5 miles NE of Alobi Burnu. Pirnarbuku, which does not afford anchorage, has steep and rocky shores. A peak, 542m high, rises close N of the head of this bay and is conspicuous. Serce

Limani, a landlocked bay, is available only to small vessels with local knowledge.

Bozuk Buku, an inlet, is entered 2.2 miles NE of Alobi Burnu. It is narrow and has depths of 60m in the entrance, decreasing to 20m near the head. Small vessels can anchor in a depth of 7m, sand, close to the beach at the head of the bay. Large vessels can anchor in a depth of 18m, about 300m from the beach. The entrance points are fringed by rocks and should be given a wide berth. The fort stands on the W entrance point.

See Sector 18 for the continuation of the coast and islands to the N and NW of Alobi Burnu.